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CENTRAL INTELLIGENCE AGENCY

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SOURCE

1. On 6 November 1952, a Polish salvage ship which had a small low funnel and a thick mast with a heavy-lift boom and showed no name or markings, was sighted working on the wreck of a sunken vessel about 1/2 nautical mile east of the Gdynia Buoy. Two masts of the sunken ship protruded above the water. ¹
2. On 8 November 1952, a ship which, on 6 and 7 November, had been waiting for a loading order in Neufahrwasser, moved to the coaling pier in Weichselmuende and took on coal until 10 November. Two coal-loading bridges and four gantry cranes worked on the north side and three loading bridges and three gantry cranes were in operation on the south side of the coal harbor. Inward and outward clearing formalities in this area were very severe as each person coming aboard had to hand his pass to the double sentry posted at each ship and did not get it back until the ship left port. The Polish longshoremen, except the foremen and the ship's crews were not allowed to cross the harbor area unaccompanied and, on being relieved, the longshoremen were escorted to the exits in groups of 8 to 10 by sentries armed with submachine guns. All Poles in civilian clothing seemed to be depressed and shy, and none of them dared talk to or accept anything from a foreigner. A Swedish and a Norwegian steamer and the Polish ship KOLKO were lying in the Coal Harbor between 8 and 10 December 1952.
3. A fuel tank depot on the west bank of the river opposite the old Weichselmuende fortress took up the entire length of the old fortification and was downstream from the ferry between Neufahrwasser and Weichselmuende. The fuel depot consisted of three tanks, each about 20 meters in diameter and between 15 and 20 meters high, and a small tank, about 10 meters in diameter. The three large tanks were about 40 meters apart and parallel to the river bank, while the smaller tank was about 60 meters from the large tanks. The depot had a wall, three meters high, and two spur tracks. Several tank cars moved to and from the fuel tank depot between 8 and 10 November 1952. There were no pipe lines or connections from the depot to the bank of the river nor were any tankers or other vessels berthed at the depot between 8 and 10 November. ²

25X1A Comment. This presumably is the wreck of an unknown vessel lying at 54° 35.5' N/18° 58.0' E.

25X1A ² Comment. For layout sketch of this fuel tank depot, see Annex.

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Fuel Tank Depot in Gdansk Harbor

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Not to scale!

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Legend.

- 1 House for Polish soldiers relieved from guard duty
- 2 Pump house of fuel tank depot
- 3 Fuel tanks, about 20 meters in diameter and between 15 and 20 meters high and about 40 meters apart
- 4 Small tank, about 10 meters in diameter and about 60 meters from the outermost large tank
- 5 Two gates, guarded by double sentries armed with submachine guns and each with a railroad track
- 6 A gangboard with no sockets or connections for hose lines
- 7 Slanting cement revetment
- 8 Mooring dolphins, about 7 meters from the bank
- 9 Portowy Canal

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